

MONDAY, APRIL 19, 1909.  
Showers to-day or to-night and probably to-morrow; warmer to-day and cooler to-morrow; southerly winds, becoming northwesterly.

## RESOLVE TO DEPOSE SULTAN

### SALONICA YOUNG TURKS CLOSE IN ON CONSTANTINOPLE.

Many Regiments Faithful to Them—Mutineers in City Weakening—Talk of Military Dictatorship and Vengeance for Revolt—Pledges to Foreigners.

*Special Cable Despatches to THE SUN.*  
CONSTANTINOPLE, April 18.—Turkey's critical hour is at hand, but the indications are that it will pass without bloodshed. It does not follow that last Tuesday's work will stand. It may indeed be reversed in a few hours and in much the same fashion in which the revolution of last July was accomplished.

The Young Turks are mustering a far greater military force than the conspirators of a week ago deemed possible. They have established their headquarters eighteen miles from the capital, and they send peremptory demands for the prompt restoration of the Government which was overthrown last week. This time they make no concealment of their determination to depose the Sultan, whom they persist in connecting with the revolt.

The principal body of the constitutional forces is assembling at Spartakul, where 8,000 troops from Salonica, Adrianople, Monastir and other places have already arrived. The deputation of members of the Chamber who went to remonstrate with them yesterday give conflicting accounts of their negotiations.

The watchword of the forces which are assembling is "Our religion and the constitution." Their present demands are the punishment of those responsible for the recent revolt, the restoration of the Cabinet under Hilmi Pasha and absolute freedom of discussion in the Chamber.

The leaders of the advancing troops asked the deputation of deputies if they enjoyed full liberty of speech in Parliament. Seventeen replied in the affirmative and thirteen in the negative. The spokesman of the troops then declared:

"So long as perfect liberty is not restored we shall remain here. We are not here to provoke a fratricidal war, and we do not think of such a crime against the fatherland. We realize that an exchange of shots would lead to foreign intervention, and we therefore avoid extreme measures."

"Nevertheless we have the means of entering Constantinople without firing a shot if necessary. We do not want to return to Constantinople and give advice to the government, which is destitute of discipline. We know how to respect military honor and civil power. Your best course is to expose those responsible for the abominable plot, who must be severely punished."

"Military obedience is completely wanting in Constantinople. Try to restore it by every means. Be assured we shall remain until we are satisfied that a fresh attack upon the constitution will not be attempted. Discover the culprit. We are ready to crush whoever it is."

The foregoing was communicated to the Chamber and another delegation was sent, with what result is not known as yet.

The news of the watchword and the demands of their Salonica comrades is circulating among the mutineers of Tuesday, and so childlike is the ordinary Turkish soldier that it is not improbable that they may receive with open arms the troops who demand the undoing of last week's work. It may happen there will be a reorganization of the Young Turk forces, the possible deposition of the Sultan and new start of the constitutional government on that basis.

This of course would be the best thing that could happen, but it would be altogether premature to prophesy such a happy result from the present premises. It cannot be doubted that the Young Turks are grimly determined to remain in complete control at any cost. The next few hours will show whether they are able to muster a sufficient force to overthrow those who are really behind Tuesday's revolt.

Should it come to a trial of strength, a great massacre would be apt to follow. In the meantime the negotiations continue, and as stated at the outset, the chances favor a peaceful settlement.

The Ulema has issued a manifesto aiming to reestablish relations between the soldiery and school trained officers. The Ulema has also sent delegates to the barracks to explain to the soldiers that the sacred law prescribes obedience to officers. These, it is promised, will be followed by the State if they break the regulations, but they must not be interfered with by the soldiers.

It is stated that the Ministry of War telegraphed to Erzerum and Trebizond for troops from the Fourth Corps to strengthen the garrison here and was astonished to receive a reply that the Fourth Corps intended to march on the capital to restore the constitution.

Husni Pasha, commander of the Salonica troops, who is coming here, has notified the Ambassadors and foreigners in Constantinople that they have nothing to fear. The Salonicians, he says, merely aim at restoring the constitution and punishing the rebels.

Mustafa Effendi, Deputy from Aleppo and the new President of the Chamber of Deputies, says that the report that Izzet Pasha, Assistant Minister of War under the Young Turk regime, had been murdered is untrue.

LONDON, April 19.—The Constantinople correspondent of the Daily Mail says he has authority for saying that the Committee of Union and Progress intends to first retake Constantinople and then to institute a military dictatorship until the country is entirely tranquil, taking measures to safeguard Pera and the Europeans in the capital.

Fuller precautions, it is promised, will be taken to prevent reprisals by the Palace. Stamboul will be swept clear of its fanatical element at any price.

The correspondent asserts that the troops in Constantinople will not resist the advancing Young Turk troops. It is reported that already several barracks are deserted, not even the sentries remaining.

The Constantinople correspondent of

## AMZI L. BARBER DEAD AT 68

### STORM CENTRE FOR YEARS IN THE ASPHALT BUSINESS.

With Castro in Exile and the Trust Restored to Favor in Venezuela He Had Been Searching California for Asphalt When He Fell Into His Last Illness.

Amzi Lorenzo Barber, president of the A. L. Barber Asphalt Company and the dominant figure in twenty years of bitter fighting between companies that controlled asphalt lakes in Venezuela and Trinidad, died at 11 o'clock on Saturday night at his home, Ardley Towers, Ardley-on-the-Hudson.

Mr. Barber returned a week ago from California, where he had spent a month investigating the asphalt resources of that State and in securing control of deposits to take the place of the Bermudez pitch lake, which is again in the control of the General Asphalt Company—the so-called asphalt trust. Last Monday he caught a severe cold which ran quickly into pneumonia. For several days his physicians believed that the illness was not serious, but at 5 o'clock on Saturday evening Mr. Barber began to sink.

Mrs. Barber, who was Julia Le Droit Langdon of Harrisburg, Pa., before her marriage to Mr. Barber on June 1, 1871, and the two daughters, Mrs. Samuel T. Davis, wife of the president of the Locomotive Company of America, and Mrs. Charles S. Vance of Washington, were at Ardley Towers when Mr. Barber died. Mr. Barber's only son, Le Droit L. Barber, died about four years ago. The funeral will be tomorrow morning at 11 o'clock at Ardley Towers. There will be another service in Washington, where Mr. Barber maintained a residence at Fourteenth and Clifton streets, and the burial will be in Washington.

Amzi L. Barber's business interests were extensive and his estate is large. Several of his associates said last night that it might be considerably more than \$5,000,000. In forty-five years of an unusually active career Mr. Barber interested himself profitably in real estate and automobile manufacture as well as becoming the principal figure in marketing asphalt.

He was most widely known for the part he played in developing the business of producing asphalt and for his success against competing concerns in trade battles which turned Venezuela upside down for years and tarnished the reputations of a number of men. The history of the fight between Amzi L. Barber and his company, the A. L. Barber Asphalt Company, and the New York and Bermudez company, a subsidiary concern of the trust, is a story of South American revolutions, long and involved legal battles, libel suits, charges and countercharges. It involves a good share of the strenuous activities of Cipriano Castro, late President of Venezuela, and touches upon the annoyance of Cabinets, appeals for gunboats and the retirement of diplomats.

Mr. Barber was born at Saxton's River, Windham county, Vt., on June 22, 1843. He moved to Ohio in 1852 and was graduated from Oberlin College in 1867. He started in to teach, taking charge of the preparatory department of the Columbian University. Afterward he became professor of natural philosophy at the Columbian and remained there until 1872. Then he came to New York, studied law and was graduated from Columbia University law school in 1876.

Previous to that time Mr. Barber had become interested in the growth of the city of Washington and had bought a Washington real estate in a small way. Among his friends at the capital was John Sherman of Ohio. Mr. Barber and Senator Sherman went into the real estate business together. Mr. Barber directed it actively, and they made a great deal of money.

About 1876 the Government took up the matter of paving Pennsylvania avenue, finally selecting a material which was a new thing here and very much in the experimental stage, asphaltum. Mr. Barber studied asphalt until he knew all there was to know and understood the possibilities of the business. He closed up his real estate business and went into asphalt as a paving contractor. He started the concern of A. L. Barber & Co. in 1878. Five years later he got it incorporated as the Barber Asphalt Paving Company. That name still exists as the title of the principal subsidiary company of the asphalt trust, though Mr. Barber had been out of it for years.

At that time the most suitable asphalt for street paving was dug from a lake in the island of Trinidad, British ground. The Barber company bought from many leaseholders who controlled the lake, but the Government of Trinidad had held out five acres of the lake and sold natural asphalt right and left to whoever would buy. The beauty of the scheme was that as fast as the Government dug asphalt from its five acre holding the hole filled up again from the inexhaustible lake.

Mr. Barber got the leaseholders to sue. It was a famous case, which occupied the high court of England and bothered the Privy Council, but at length Mr. Barber bought up all the leases, including the one held by the Trinidad Government, and the Crown made Trinidad behave. The new leaseholding company, an essential part of Mr. Barber's concern, was known as the New Trinidad.

Mr. Barber built up a big business which attracted a circle of Philadelphia capitalists in 1894. P. A. B. Widener, William B. Elkins, George D. Widener and George W. Elkins among them, and which, interested also Gen. Francis V. Greene, soon afterward Police Commissioner of this city. These men with Mr. Barber formed the first of a series of asphalt combinations of which the General Asphalt Company of to-day is the final outgrowth. They called the first one the Asphalt Company of America, capitalizing it at \$30,000,000 and taking over seventy big and little companies. Mr. Barber turned over the Trinidad Lake.

John M. Mack of Philadelphia, a politician and millionaire, got into the game in 1900, and the National Asphalt Company was organized and absorbed the Asphalt Company of America. The capital was nearly doubled, but the new concern was

Continued on Second Page

## ASLEEP ON THE BRINK.

### Ticklish Job Rescued Man Lying on Narrow Walk Above Railroad Tracks.

Sombody peering yesterday afternoon from a western window of the Santa Monica apartment house at the foot of West Seventieth street, overlooking the New York Central tracks and the Hudson River, saw a sight that sent him sprinting for the nearest policeman. On a wall twelve inches wide that surmounts the precipice beneath the apartment house a man lay sleeping. Anybody could see that if the man should roll over in his slumber he would fall seventy-five feet and land plumb on the railroad.

Between the sleeper and the Santa Monica is a wall ten feet higher than the one where he lay. On this higher wall gathered Ed Griese, the apartment house janitor; Policeman Tarbush and several other men anxious to rescue. But how to reach him? If yelled at there was the chance that he might be awakened so suddenly that he would fall to the tracks. Yet the man who would wake him gently would have to descend ten feet and do the job while standing on the twelve inch wall himself.

One of the watchers got a rope. They tied one end to the policeman and he lowered down like a hunter for sea birds' eggs on the face of an island cliff. The policeman got a good grip on the sleeping man and then woke him and marched him for seventy-five feet along the narrow ledge with the others moving along above and holding the rope until at Seventieth street the two were able to mount to firm ground.

At the West Sixty-eighth street station a few minutes later the man who had caused all this trouble was sent to a cell for intoxication and allowed to resume his nap. He said he was Carl von Miller, 41 years old, electrician, of 205 West Seventy-sixth street. Why he had chosen the wall for a couch and how he got there he was unable to state at the moment.

In the night court Von Miller gave Magistrate Barlow the perplexing information that he had "just dropped down on the wall to let a train go by." He was fined \$10, which he did not have.

## ACCUSED BY STRIKER.

### Woolen Mill Man Goes From First Cabin to Ellis Island.

W. J. Hill, a young Englishman who since last November has been superintendent of a woolen mill in Philadelphia, was somewhat surprised on his arrival yesterday in the cabin of the White Star liner Baltic, from Liverpool, to learn that he had been accused by a former employee of the mill of bringing English weavers into this country contrary to the provisions of the contract labor law.

Immigration Inspector Kepp told Mr. Hill that he would have to go to the Barge Office and answer accusation. Mr. Hill explained the attention to his wife and she went with her three young children to a hotel. After a preliminary hearing at the Barge Office Mr. Hill was detained for examination to-day and was ordered sent to Ellis Island. He said he was a responsible person and asked if he might not be paroled and spend the night with his family, promising to show up in the morning at the meeting of the special board of inquiry that will hear his case. He was told that all alien passengers and their charges were treated alike.

Mr. Hill sailed for England two months ago to dispose of his property there and bring his family here. There has been a strike at the mill and the places of the strikers, it is said, have been filled with weavers brought from the other side. The workman who makes the affidavit is supposed to be one of the men imported who has been won over to the side of the strikers.

## HER THIRD DAY UP A TREE.

### Elaine, a Cat of Greenwich Village, May Be Rescued To-day.

In Christopher street park, Greenwich village, stands a tree and in that tree sits Elaine, the cat. Elaine has tenanted the tree since Saturday noon. She may move to-day.

In the houses around Christopher street park live several citizens of credit and renown. When Elaine, the cat, fled from a harrying world to the sanctuary of the tree on Saturday, some of these citizens tried in vain to coax her forth. Different from other village cats Elaine was in the lack of catnip, besides, she was a female. All Saturday afternoon Elaine spat noisy anathemas upon a villainous world. All that night she howled and dodged cobbles. Yesterday a sleepy villager whose house is a few feet from Elaine's tree protested to the police.

Until noon Elaine yowled cheerfully. Then came Policeman Sullivan, 200 pounds. He got a stepladder and mounted to its top. Then he boosted two boys into the tree. They climbed, and Elaine, retreating backward to the uttermost tip of that branch and shrieking the anger that was in her.

The boys had to crawl down without her. Policeman Sullivan folded his stepladder and ploughed back to the Charles street station.

"Lieutenant," he said as he saluted the man at the desk, "I raided the joint but got no prisoners. I respectfully submit a requisition for an airship."

The lieutenant called up the S. P. C. A. and it was agreed that another attempt to catch Elaine would be made to-day.

## \$1,000 PURSE TWICE LOST.

### Mrs. H. H. Hunnewell's Bauble, Found by Italian, Disappears at Pawnshop.

Boston, April 18.—The loss of a gold purse studded with thirty-five diamonds, valued at more than \$1,000, by Mrs. Hollis H. Hunnewell of Wellesley, who was formerly Mrs. Arthur T. Kemp, became known last night through the arrest of Pietro Gambio, 37 years old, of 17 Northwold street. No trace of the purse has been found.

Mrs. Hunnewell took the purse with her when she attended the opera on the evening of April 12, and after leaving the theatre missed it. She notified the police and the arrest of Gambio last night by inspectors of headquarters was the result.

Gambio is a pawnbroker, and according to the police he received the purse from a young Italian. This man says he found the purse outside the Boston Theatre and took it to Gambio for appraisal. He says he left it and when he returned to get Gambio's verdict, he found that it was lost. The man notified the police, who arrested Gambio.

## 60 MILE PACE OVER BRIDGE

### POLICEMEN WITH PISTOLS OUT STOP MAGISTRATE'S AUTO.

Then Motorcycle Cop, Pursuing, Explains That It's All a Test to Show the Magistrate That the Motorists Men Do Tell the Truth About Catching Fast Cars.

Magistrate Joseph E. Corrigan and two friends, Aleck Keogh, son of Supreme Court Justice Keogh, and Monson Morris, who ran for Congress last fall in a Long Island district, broke all records for speed law violations yesterday morning on the new Queensboro Bridge and ran plumb into a barricade of fifteen angry policemen. Some of the bridge guardians had their pistols out, others made a demonstration with their clubs and all with their voices.

It might have been unpleasant or embarrassing for the Magistrate and his friends if a pair of motorcycle men from Police Headquarters hadn't dashed up. They had hummed over the new bridge at a shade less than sixty miles an hour, chasing the red tail light of the Magistrate's fast car. At that it took a minute or two to smooth the feelings of the policemen, for they had been chasing speed burners all night and were sore and tired.

The two motorcycle men were Ben M'Alam, outer guard of Commissioner Bingham's and Secretary Slattery's offices at Police Headquarters and the most daring motorcycle men in the department, and Jack Rickert, who conspires with M'Alam to nab automobilists on Broadway and Fifth avenue. After the general raid on speed law violators a few nights ago M'Alam and Rickert had a number of cases before Magistrate Corrigan. The Magistrate was inclined to poolpooh their stories about fast motoring. M'Alam said there wasn't an automobile in New York that could run away from him if traffic didn't block the trail, and he told Judge Corrigan a few stories about catching the joy riders at fifty and sixty miles an hour. Judge Corrigan opined that a fast automobile would get away from a motorcycle any day in the week.

"All right," said M'Alam, "if you want to try it, Judge, you can have an opportunity next Sunday morning. We are going out after speeders and we will be at the Manhattan entrance of the Queensboro Bridge at about 4 o'clock in the morning. Just you come along and try to get away from us and see what happens."

The Magistrate told his friends Keogh and Morris about M'Alam's suggestion, and both were keen to try. They borrowed a big White steam car and found M'Alam and Rickert lurking at the Queensboro Bridge approach. The Magistrate hailed them and M'Alam and Rickert told him to go ahead. Magistrate Corrigan's probation officer, McKay, a handy man with a machine, was at the steering wheel of the automobile, and McKay, at the wheel from Judge Corrigan, threw her wide open.

At first the auto got a long start on M'Alam and Rickert. The motorcycle men had to pedal their wheels up to a fourteen mile an hour clip before the gas began to bite. When the power came on full the red tail light of Magistrate Corrigan's machine was away ahead on the roadway of the new bridge, shooting like a comet over the measured course of one and a fifth miles.

The automobile was doing forty miles an hour before it had gone a tenth of the distance. McKay hiked it up until the little hand on the speed indicator flopped over to 60. The party in the white car had an indistinct vision of infuriated policemen, who hailed them every now and then and shook their fists. Above the roar of the flying car and the noise made by the wind as the machine boomed into it they couldn't hear the police whistles behind and ahead, but the cops on the Manhattan side and at the towers sent alarms to the watchers on the Queens end.

Nearing the other side, McKay caught a flash of a big squad of policemen drawn up across the roadway. They were brandishing nightsticks and waving revolvers. It was impossible to go on to the end of the measured course without hurting somebody, and McKay slowed down the big car and came to an important stop right in the middle of the police barricade.

"Now, get out of there quick!" half a dozen cops yelled to the men in the White car. "You're under arrest an' whatnill d'ye mean anyway? Don't you know, you fools, that you might have killed somebody?" "Get out!"

"You're too noisy for regular cops. This is Judge Corrigan. This is a speed trial, you chumps."

"We'll chump you, you red headed Mick!" shouted one of the policemen. "Magistrate nothin'. You'll get magistrated, all of you. Come along now."

Judge Corrigan said nothing, but he glanced back anxiously and saw M'Alam and Rickert streaking it along the roadway. In a few seconds they were off their wheels and explaining to the offended policemen that they were responsible for the speeding and that the Magistrate and his party had been invited by them to serve as pacemakers. The cops said they guessed it was all right and everybody shook hands.

M'Alam timed the flight across the bridge. The automobile covered a bit less than the mile and a fifth in just 90 seconds, which is pretty close to sixty miles an hour. The motorcycleists were gaining fast when the automobile was stopped and would have caught up in another quarter mile.

## PRIVATE HUNT FOR BAD AUTOS.

### National Highway Association Starts in Helping Police Catch Speeders.

The National Highway Association, which was incorporated recently with Henry Clews as president for the purpose of discouraging the breaking of laws by automobilists, had men scouting on Riverside Drive and other speeding centres yesterday.

They took the numbers of machines that seemed to be moving too rapidly and gave them to the police. The association has applied to Commissioner Bingham for special policemen's shields. If they get them they will do the arresting themselves.

The sleeper on the limited train from Baguio, which was loaded with Government officials returning to Manila, was abandoned at midnight at San Fabian. Emergency crews are making efforts to run trains on their schedules.

Fruiter Hit by Lightning.

The fruiter Admira Schley, bound from Boston to Jamaica, reported by United Wireless yesterday an encounter with an electrical storm on Friday when she was 200 miles south of the Nantucket lightship. A bolt that hit the foremost left the topmast in splinters, put one dynamo of the ship's lighting plant out of business and damaged the compass. The Schley is due at Kingston today.

## MASSACRE IN PERSIA.

### Turcomans Butcher 2,000 in Astrabad Women and Children Killed.

*Special Cable Despatch to THE SUN.*  
ST. PETERSBURG, April 18.—The Russ prints a Teheran despatch stating that the Turcomans after defeating the revolutionists at Astrabad, near the coast of the Caspian Sea, massacred 2,000 persons, including many women and children.

## KILLED IN HIS FOLDING BED.

### Brooklyn Manufacturer's Wife, Who Was With Him, Seriously Injured.

James F. Maher, a manufacturer of leather goods, was crushed to death in a folding bed early yesterday morning and his wife was seriously injured. The accident happened at their home, 220 Spencer street, Brooklyn.

Mr. and Mrs. Maher had been sleeping. Their daughter in the next room was awakened by Mrs. Maher's screams. Neighbors came and with the assistance of Policeman Clarke of the Vernon avenue station the mother was released. By the time a doctor got there from the Cumberland Street Hospital Mr. Maher was dead. Mrs. Maher had a gash on the head and several bruises on the face. Her first warning, she said, was when she awoke and found herself pinned in the bed.

Nobody seemed to know what caused the accident.

## GERALDINE FARRAR PAYS BACK.

### Has Liquidated Debt of \$34,000 Incurred for Her Musical Education.

CHICAGO, April 18.—It developed to-day through despatches from Salem, Mass., and admissions made here that Miss Geraldine Farrar, who is now in Chicago, recently completed the payment of a loan of \$34,000 advanced ten years ago for her musical education.

The final instalment was turned over a few days ago to agents of Mrs. Bertram Webb of Salem. Miss Farrar has not only paid back all the original loan of \$10,000 and subsequent loans amounting to \$24,000, but has paid 5 per cent. interest.

When the loan was made Miss Farrar was a struggling musical student. With the first \$10,000 she got instruction from some of the greatest masters of music. The remainder of the \$34,000 is said to have been used to tide her over critical periods of her career.

## DICKINSON OFF FOR PANAMA.

### Secretary of War Will Sail From Charleston on the Yacht Mayflower.

WASHINGTON, April 18.—The Secretary of War and Mrs. Dickinson left Washington this evening by boat for Old Point Comfort, Va., whence they will go to Charleston, S. C., where they will go aboard the United States yacht Mayflower, on which the voyage to and from Panama will be made. It is the intention of Mr. Dickinson to put into Havana for a day on the way down.

Those making up the party are Miss Edna Owsley of Chicago, Prof. and Mrs. James Foss of Louisville, Dr. and Mrs. W. C. Ewing of Nashville and Lincoln R. Clark, secretary to Mr. Dickinson. Postmaster-General Hitchcock was invited to make the trip, but decided that he could not leave Washington at this time.

Mr. Dickinson's departure marks the first start of the diversion of carrying out President Taft's desire that members of his Cabinet shall make a personal inspection of the public works under their several jurisdictions.

## WELCOME TAFT IN A BALLOON.

### Cincinnati Turners Will Have Band Above Station When He Arrives.

CINCINNATI, April 18.—When President Taft visits his home city on June 24 to attend the thirtieth annual turnfest of the North American Gymnastic Union he will be received by a band sitting in the basket of a balloon hovering over the city.

This was decided on at a meeting of the committee of arrangements to-day and contracts with a balloon owner were made. Above the station when the Chief Executive arrives forty aerial musicians will proceed to blow forth "The Star Spangled Banner."

## FINDS DIAMOND IN HARBOR.

### Sailor With Diving Outfit Recovers Gem Thrown Overboard.

BOSTON, April 18.—Phil Schlosberg, chief master at arms aboard the battleship New Jersey and the amateur heavy-weight boxer of the country, has a new title, "Luckiest man afloat," because of his recovery of a \$400 diamond ring from the bottom of the harbor near the navy yard.

Last Wednesday when washing down the decks of the battleship he was hastily called upon to subdue some unruly member of the crew and rinsed his hands in the bucket. In his absence another sailor emptied the bucket over his side of the ship.

Schlosberg missed his ring, the gift of the officers of the warship because of his boxing prowess, and remembered that it had slipped from his finger into the bucket of water. Then he learned that the ring had gone overboard.

He is an expert diver and yesterday got permission to use the ship's diving apparatus. He went down to the bottom from a raft near the spot where the bucket was emptied and began sending up baskets of black harbor mud. When the sailors who were assisting him sawed over the muck sent up by Schlosberg they discovered the missing ring, and everybody was happy.

## FILIPINO RAILWAY STRIKE.

### May Be General Through Luzon—Crews Desert the Trains.

*Special Cable Despatch to THE SUN.*  
MANILA, April 19.—A strike is threatened on all the railway lines in the island of Luzon.

The Filipinos employed by the Manila Railway Company have deserted the main yards at Calocan.

The sleeper on the limited train from Baguio, which was loaded with Government officials returning to Manila, was abandoned at midnight at San Fabian. Emergency crews are making efforts to run trains on their schedules.

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Help, Adana.

Immediately upon receipt of this news, the Turkish government was sent to the State

## TURKS KILL 1,000 IN ADANA

### Two American Missionaries Are Victims in the Massacre.

Thousands of Refugees in the American Missions—In Hourly Peril From Fanatic Moslem Mobs—Short of Food and Medicine—Their Cry for Help Heard at Washington—Men Killed Are Maurer and Rogers—Mission School at Tarsus Threatened—French and English Warships Hurry to the Rescue.

## BIG CITY NOW IN FLAMES

### Burning and Shooting Still Go On There and in Mersina and Tarsus.

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